



A PACCAR COMPANY

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Technical Information Bulletin

34-041

Section

Wiring and Lighting - 34

Subject

Engine Harness J175 Connector

Release Date

1/26/2012

Condition

Fault codes for Water In Fuel (WIF) sensor, for engine power, for aftertreatment, PMCI or related issues may be caused by corrosion at the engine harness J175 connector.

Chassis Affected

T660s, T800s and W900s built 01/01/10 – 02/06/12 with 2010 emissions compliant engines.

Note: This bulletin precedes the end date for a suspect population. Production parts, harness routing and installation practices are scheduled for change on 02/06/12 which will eliminate the potential for the issue described.

Action

In the event that the cause of engine fault codes is not obvious and/or as part of fault code diagnosis, dealers should check the J175 connector for indications of corrosion, as described in the Procedure, below.

Note: This failure mode has been identified in a small portion of the population. Follow instructions to replace components on an as-needed basis. This bulletin does not describe a proactive campaign to replace parts where there has been no failure.

Warranty

Standard warranty applies. This bulletin is for repair information only. If a failure within standard time and mileage limits is identified, incorporate actual labor and parts as required into a long form warranty claim.

Parts

Parts are available from PACCAR Parts. Where corrosion is identified, install one replacement connector and terminal pins dependent upon the extent of damage (see Procedure).

<u>Quantity</u>	<u>Part Number</u>	<u>Description</u>
1	HDP24-24-21PE	Sealed Plug Connector (all repairs)
as req'd	CN25320	Terminal Pin, gold plated
as req'd	CN25250	Terminal Pin
as req'd	CN25200	Terminal Pin
as req'd	CN25300	Terminal Pin

Background

In certain applications and conditions, the standard 21 pin J175 connector on 2010 engine harnesses (P92-4311, P92-4566, others) has not prevented water intrusion. Resulting corrosion has led to fault codes which have been difficult for repairing dealers to diagnose. Testing or replacing components identified by fault code have sometimes not identified failure cause or resolved active fault codes.

This bulletin is written as an additional diagnostic tool for dealers with the symptoms described. Additionally, Kenworth is incorporating new components, routing and installation practices to eliminate the potential for this failure mode in the future.

Procedure



[TIB 34-041 Procedure.pdf](#)



[TIB 34-041_P92-4566.pdf](#)

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